

P+OS

2 JUL 1979

Office of Federal Programs
Department of Energy
20 Massachusetts Avenue
Washington, D. C. 20585

Gentlemen:

In response to your memorandum for Energy Management Coordinators, dated June 8, 1979, and the letter to the Director, Central Intelligence Agency, from Deputy Secretary John F. O'Leary, dated 20 June 1979, submitted herewith is this Agency's Annual Report on Energy Management. This report reflects the energy usage in areas for which we have management responsibility.

STATIN

If you require further information concerning this report, please contact [redacted]

Sincerely,

/s/ James H. McDonald

James H. McDonald
Director of Logistics

Enclosure

cc: BR
EO/DDA

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TATINTL OL/P&PS [redacted]

(29 June 79)

Annual Report on Energy Management
(Small Energy Users)

1. Introduction

The Central Intelligence Agency (CIA) was established by the National Security Act of 1947 and 1949, as amended. Its purpose is to coordinate the intelligence activities of several Government departments and agencies in the interest of national security. The Director of Logistics has the responsibility for energy conservation. The Agency's conservation goals are to achieve compliance with Executive directives and guidelines to the maximum extent possible without jeopardizing its vital intelligence mission.

2. General Transportation

Automotive Fuel in BTU's (Administrative Vehicles)

FY 78: Gasoline - 2.26×10^{10}
Diesel - 1.54×10^9

First Half FY 79: Gasoline - 1.11×10^{10}
Diesel - 7.98×10^8

Base Period: Gasoline - 1.94×10^{10}

Fuel Cost FY 78: \$117,871

3. The General Services Administration (GSA) is responsible for energy resource management in Agency-occupied buildings. It has our full cooperation in this program.

4. Other Operations and Related Programs

Although GSA is charged with energy management in Agency-occupied buildings, the Agency actively supports the GSA efforts to conserve energy. Some recent examples of projects in which we are engaged are as follows:

- a. The design of an Agency-funded project to install a small boiler in the power plant has been started under a GSA contract. It is intended that the small boiler would be used during those periods when the steam required falls below the range of efficiency of one of the large boilers. The small boiler could operate with a large boiler or by itself to more efficiently meet the steam requirements.

- b. A GSA contract to upgrade outside air dampers and controls, designed with CIA funds, has been let with the work scheduled to start this summer.
- c. A study has been started to examine the efficiency of installing small packaged boilers near the kitchen area and in the Printing and Photography Building which, when combined with small electric water heaters for special processors, would supply critical needs for hot water. Operating this equipment only during the hot months of the year when ambient water temperatures are highest, an energy savings may be realized as the power plant and the transmission lines could then be secured.
- d. Employee notices have been issued emphasizing the importance of each new Executive directive to curtail energy. The use of car pools is stressed, and active consideration is being given to support van pools.
- e. A variety of pamphlets and posters which stress energy conservation in the work environment, as well as in the home, have been obtained from the Department of Energy (DOE).
- f. The pamphlets are placed in our credit union offices so the employees may avail themselves of this literature. The pamphlets have been well received, and we have asked DOE for more of the same.

5. Recommendations

- a. It is becoming increasingly difficult to achieve the conservation measures, particularly in areas of automotive fuel usage, without it adversely affecting our mission. An agency in a suburban location such as ours is even more seriously effected since the alternatives of using official vehicles and private automobiles for transportation are severely limited or nonexistent.
- b. Our approach has been to promote energy conservation to the degree possible without seriously impairing our ability to carry out the Agency's mission. I am sure DOE will agree that energy conservation measures must be viewed in the context of the dynamics of an organization. We suggest that future reporting criteria make allowances for this and other essential factors which can influence energy usage.

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22 JUN 1979

MEMORANDUM FOR: Deputy Director for Administration

FROM: James H. McDonald
Director of Logistics

SUBJECT: Impact of Automotive Fuel Shortages on
the Agency

1. The Agency is beginning to encounter difficulty in obtaining sufficient automotive fuel. Although we are continuing to provide the needed motor pool and courier services, our supplies are precariously low, and unless some relief is forthcoming in the next several days, we could be in trouble.
2. The present crisis is causing a significant drain on the gasoline inventory at the Motor Pool. With the existing stocks and the current daily consumption, the Motor Pool has only enough unleaded fuel to last until Monday, 2 July; leaded or regular fuel until Tuesday, 3 July; and enough diesel fuel until Friday, 20 July.
3. By enforcing immediate stringent measures, it would be possible to extend the number of days that this supply will last. Currently in effect at the pump is a minimum of five gallons per vehicle per day. All components operating Government vehicles have been contacted and requested to accept this five-gallon limitation and to further help whenever and wherever possible by filling their tanks at service stations along their route. Additionally, components have been asked to place more reliance on POV's for their official business, since either way their drivers will have to perhaps wait in lines. Current reserves are being held for courier and shuttle use and for use by the DCI and DDCI vehicles.
4. The Mail and Courier Branch, Logistics Services Division, Office of Logistics (LSD/OL), is reviewing the areas whereby courier runs can, for the duration of the crisis, either be combined and/or the frequency reduced. The Motor Pool Branch, LSD/OL, is also reviewing its shuttle service with the same goal in mind. Clearly, a dramatic drop in the daily gasoline issues must be achieved if we are to fulfill our mission.

SUBJECT: Impact of Automotive Fuel Shortages on the Agency

5: Illustrative of current usage is the fact that during the months of March, April, and May of this year, an average of 356 gallons of leaded and 330 gallons of unleaded gasoline were used each working day, for a total monthly average of 7,832 gallons leaded and 7,260 gallons unleaded, respectively; or, for the first 15 working days of June, an average of 338 gallons of leaded and 343 gallons of unleaded were used. On a projected basis, this would total 7,436 gallons of leaded and 7,546 gallons of unleaded, respectively.

6. Although allocation figures can fluctuate depending upon product availability, suppliers have advised that our present allocation figures for July are as follows:

Headquarters Motor Pool

Leaded Gas - 50 percent or 3,956 gallons

Unleaded Gas - 75 percent or 3,923 gallons

Based on the June projection, this is indicative of a projected shortfall of 3,480 gallons of leaded and 3,617 gallons of unleaded gasoline for the Headquarters Motor Pool.

7. Title 10, Code of Federal Regulations (CFR), 211.103, provides one hundred (100) percent of current requirements for agricultural production and Department of Defense (DoD) use (except for housekeeping requirements), and shall take effect only following the approval of the President. Otherwise, gasoline allocation for Government use shall be 100 percent of base period (November 1977 - October 1978) as reduced by application of an allocation fraction.*

8. If this Agency is going to improve its position, it would appear that an exception must be granted to include it under the same criteria which applies to DoD. The Agency has been designated a subclaimant to the DoD for priority allocation of materials under 50 USC App 2071, Defense Production Act of 1950. It appears reasonable to assume this Agency should also be deemed a subclaimant of DoD for its emergency fuel requirements. To this end, I have requested the Logistics and Procurement Law Division, Office of General Counsel (OGC), to seek an interpretation of the relevant Department of Energy regulations which grant DoD a 100 percent

*The allocations in paragraph 6 above are based on Agency usage during this base period.

SUBJECT: Impact of Automotive Fuel Shortages on the Agency

fuel allocation. Based on the prior approval of our sub-claimant status, we have forwarded a determination to our fuel supplier that this Agency is entitled to a 100 percent fuel allocation (copy attached). As for the immediate shortfall, we have made application to the Office of Emergency Energy Services for the immediate release of 4,000 gallons of leaded gasoline which has been approved and will be delivered to the Agency Motor Pool on Saturday, 23 June 1979.

9. Discussions have also been initiated with the General Services Administration (GSA) to explore possible methods of relieving the usage pressure on Agency supplies. GSA has scheduled a meeting for 2 July with some of the Federal agencies who are encountering problems similar to ours. A member of my staff will attend that meeting.

10. In my view, we may be able to deal with our problem in the short term. However, as you know, we place a heavy reliance on the use of POV's to move our people around. Since our employees are also experiencing the effects of the gasoline shortage, perhaps even to a greater degree than we as an agency are, we can expect our gasoline consumption to increase unless we impose the stringent measures discussed above and obtain an increase in fuel allocation.

[Redacted Signature]

James H. McDonald

STATIN

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TATINTL OL/P&PS [Redacted] (22 Jun 79)

CENTRAL INTELLIGENCE AGENCY
WASHINGTON, D.C. 20505

Mr. Roger Koehneke
Vice President
Citadel Corporation
P.O. Box 21122
Washington, D. C. 20009

Dear Mr. Koehneke:

Please be advised that this Agency's projected requirements for regular leaded gasoline for each of the next three calendar months of 1979 are 10,000 gallons per month. This fuel will be used in support of national security activities in accordance with Public Law 81-110. This Agency is a sub-claimant of the Department of Defense for priority allocations in accordance with 50 USC, Appendix 2071, Defense Production Act of 1950.

Based on the foregoing, this Agency has determined that it is entitled to a 100% allocation of our fuel requirements pursuant to provisions set forth in the Department of Energy fuel allocation regulation 10 CFR, Subpart F, Section 211.103 allocation levels.

If you have any questions concerning the above, please contact the undersigned on [REDACTED]

STATIN

Sincerely yours,

[REDACTED]
Chief, Procurement Division
Office of Logistics

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